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Cod makes over £70 a kit at Grimsby

MERCHANTS at Grimsby found themselves paying some of the highest quayside prices this year when landings slumped to just over 15,000 kits last week.

They were trying to meet the sudden demand for more fish as the holiday season officially ended.

Top-quality North Sea cod burst through the £70 per kit barrier within minutes when markets re-opened after the late summer Bank Holiday.

Middle and distant-water cod also climbed, to over £80 and £50 per kit at the top end of the market, and with supplies of fish in general so light there was never any danger of a price collapse.

Sporadic

The sporadic fishing by distant water vessels on the Bear Island grounds was underlined by a mere 6,528 kits from seven trawlers. It is several months since so many deep-water vessels landed in one week, let alone four days, but only three returned to Grimsby with more than 1,000 kits.

They belonged to BUT and so for the second successive week the firm scored the three best grossings from just three landings.

First home was Ross Rodney (Skipper Les Edwards) after 24 days to collect £40,405 from 1,101 kits, but the next day Ross Kipling (Skipper Bill Ferrands) improved on this with a £41,002 grossing from 1,149 kits taken during a 23-day trip.

Top trip

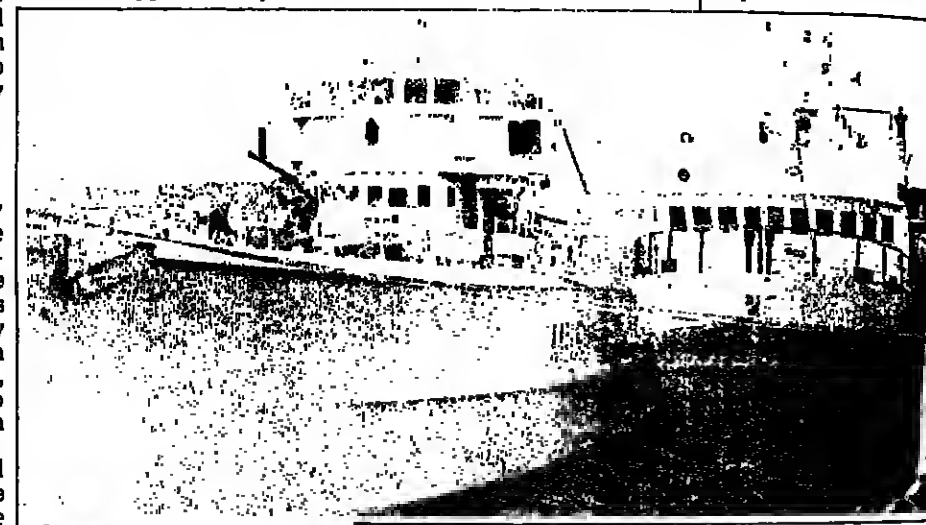
Finally, last Friday, Ross Kelvin (Skipper Barry Stokes), back after 24 days, topped the lot with the week's best of £45,254 from 1,310 kits.

Top vessel in the Beaton Group was Belgium (Skipper Eddie Grant) which raised £28,781 while Consolidated's best effort came from Aidershot (Skipper Ally Call) with £25,861 from 738 kits.

The problems of supply were added to by disappointingly small middle-water landings caused by black

fishing on the Westerlies, particularly as cod and codlings. Yet again this section was a triumph for BUT and Ross Tiger (Skipper Johnny Wad-

dingham), its only middle-water vessel to land in quantity and which was miles clear of her rivals with a £23,082 grossing from 613 kits.



SKIPPER FINED

THE DANISH skipper of the Esbjerg trawler Star Point (above) was fined £250 at Peterhead Sheriff Court for using illegal nets after being arrested last week by the fishery protection vessel Sheraton.

Skipper Agner Svendsen, 32, admitted a charge of fishing in the North Sea about 70 miles north of Peterhead with nets having a mesh size of less than 70mm. width.

Nets valued at £3,000 were ordered to be forfeited by Sheriff Roy Wilson. They were later bought back for an undisclosed amount.

Gordon Chegwyn, defending, said Skipper Svendsen was unaware of the latest British mesh regulations.

NO HULL LANDINGS

HULL WAS without trawler landings last Friday and the previous day's charges, aggregating £1,015 kits, were supplemented by arrivals of 1,500 boxes.

The Boyd Line's An Vandal (Skipper R. H. Van der Vliet) back from a 28-day trip to the Bear Island grounds with 928 kits, grossing £33,880, the vessel's codling averaging £39.44 per kit. Cullberg landed 81 kits, realising £2,945 after a 12-day trip.

September 9, 1977

Irish find 200-miles can be costly

THE PROTECTION of wider limits has pushed the cost of Ireland's Naval Service up by more than 50 per cent, fishermen were told in Galway last week.

Speaking at the first annual dinner of the Irish Fish Producers' Organisation, Eire's Minister for Defence, Robert Molloy, said the limit.

15,000 sq. miles which had to be monitored and patrolled within the old 12-mile limit had increased to 130,000 sq. miles inside the 200-mile limit.

SPANISH TEST EEC LIMITS

THE ARREST and conviction of two more Spanish trawler skippers during the past week is leading fishermen to suspect that the Spaniards may be deliberately testing the 200-mile EEC limits.

Their belief is reinforced by an article in the German newspaper "Die Welt" which claimed that Spanish fishermen on middle-water trawlers in northern Spain were ready to defy the limits — if their owners would pay the fines and pay the crews while under arrest in Irish waters.

"Die Welt" said that skippers were particularly eager to start into the rich grounds off the south of Ireland, but while owners generally paid the fines, the crews now wanted written guarantees of compensation before they sailed.

The latest Spanish vessels to be arrested were found inside the limits by the protection vessel Ferdia, bringing

the number she had arrested in one patrol period to five.

The *labalea*, skippered by Antonio Blonci Bolinas and the *Eleuthia* (Skipper Jose Javier Sando Gonzalez), both from Bilbao, were found 150 miles inside the limits off the Mizen Head last week and brought into Castletownbere.

The skippers were fined £100 each at Bandon District Court last Friday and their gear and catch confiscated. Skipper Bolinas was ordered to pay £2,604 compensation and skipper Gonzalez £1,668 if they wanted to get their gear back and sail from Castletownbere.

Rory Conway defending both men pleaded for a reduction in the valuations put on the catches and gear.

But Justice M. J. O'Hara refused to reduce the valuations and said that the Minister for Fisheries was talking about an increase in penalties.

COMMENT

IN THIS ISSUE we report the sad case of yet another major fishery suffering from a decline in its main source of raw material. From around 20 million tons in the 1960s, anchovy stocks off Peru are now feared to have fallen to only two or three million tons.

When an industry experiences such a decline the remedy may appear from the outside to be quick and simple: stop or restrict fishing until the stocks recover. But it is never that easy. Apprehensive as they were, Peru's administrators and scientists allowed repeated attempts to bring the catch up to its previous level of ten million tons and more.

The need to earn scarce foreign exchange and to find work for idle plants and thousands of fishermen tended to blur increasingly ominous warning signs. For, as we know too well from recent experience with North Sea herring, the larger and more complicated the industry, and the more people and money that are tied up in it, the more difficult it is to bring to a sudden stop.

Peru's so-far futile efforts to force recovery appear to have weakened the anchovy resource to a level of depletion where there is no chance but to stop.

The recommendation from the Marine Institute is a total ban on anchovy fishing for at least two years. This may ruin an already hard-pressed fish meal industry. But, as in other areas we could name, no pleadings of cases of special hardship or revelations of hopeful signs that are not really there can make available stocks that are gone.

fishing news

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Skipper Willie Hay (right) presents Nova Scotia's Premier, Gerald Regan, with a framed reproduction of a Scots fisher lass at last week's opening of the World Fishing Exhibition.



SCOTTISH fishermen marked the opening of the World Fishing Exhibition in Canada last week in great style.

Skippers Willie Hay and Davis Smith presented Nova Scotia's Premier, Gerald Regan with a framed reproduction painting of a Scots fisher lass when he opened the show.

Exhibitors from 14 countries were taking part in the show which opened in a heat-wave.

Mr Regan said: "The benefits we share from an exhibition such as this, where we can view and appreciate the application of wise and highly developed gear technology, cannot be overstated."

With Canada poised for a major expansion of fishing

Skippers present painting to PM

ment in Canadian fishing was either warranted or desired. Canada must move slowly, he said.

After participating in the Atlantic Fisheries Technological Conference in Halifax last week, Dr. W. Lyon Dean, chairman of the Herring Industry Board, was travelling around Canada to discuss herring problems with Canadian fishermen.

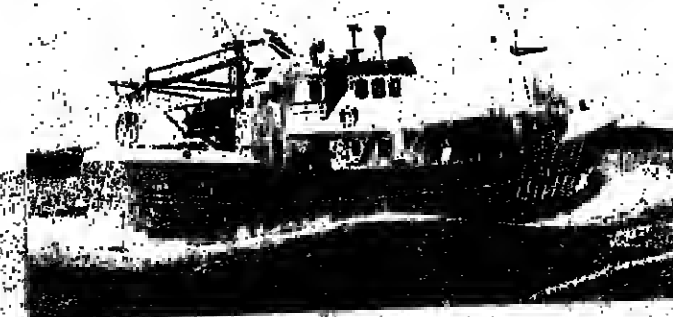
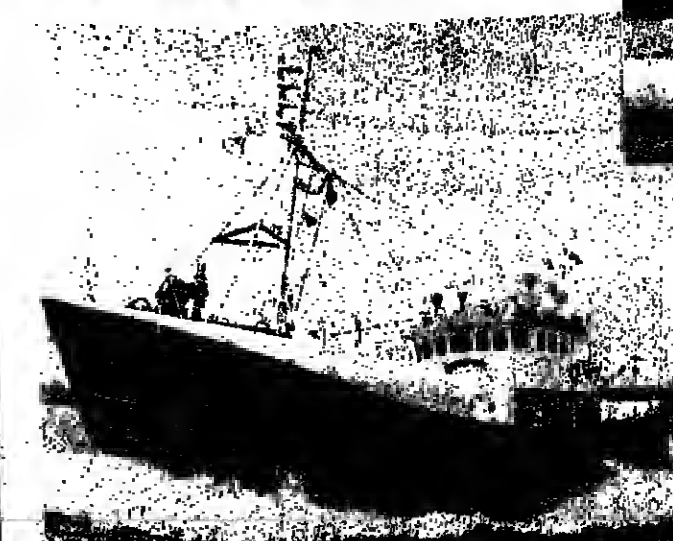
• FIFTY prints of the fisher-girl painting are to be offered for sale by Anstruther's Scottish Fisheries Museum, which has the original, by John McChie.

Profits from the sales will be used to buy a copy of the documentary film "Shoals of Herring".

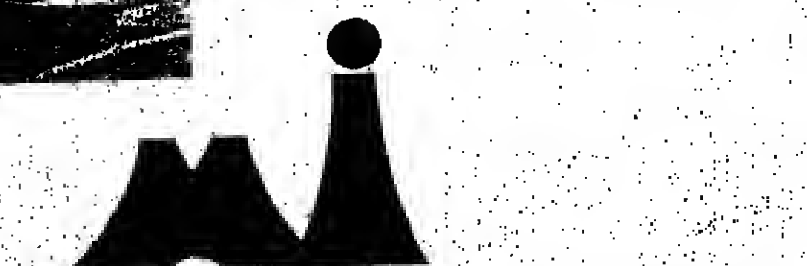
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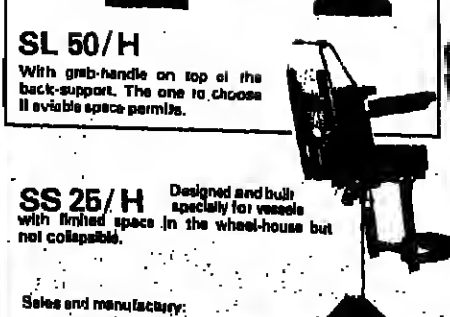
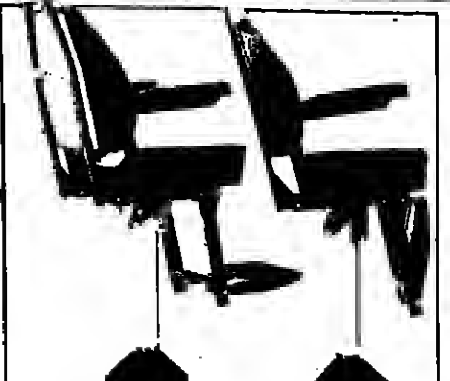
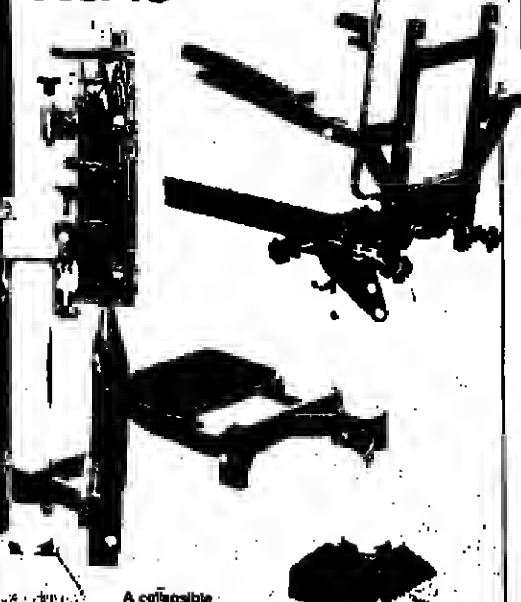
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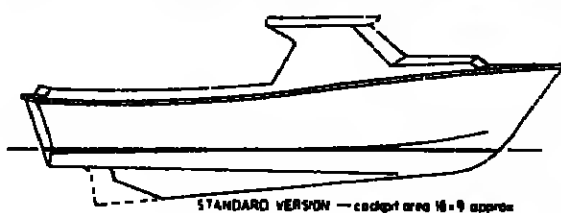
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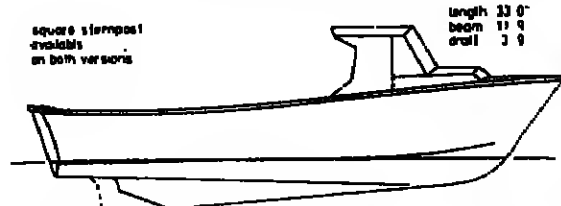
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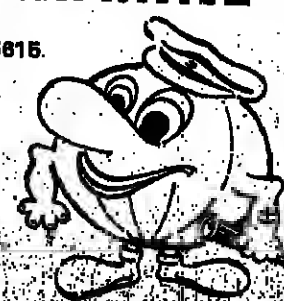
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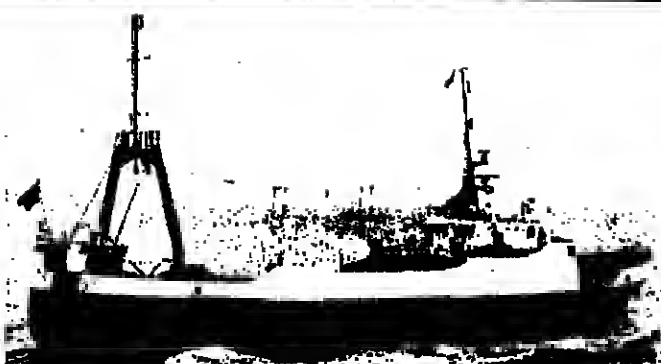
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Ships stay at Fleetwood

FLEETWOOD'S fish supplies will not be hit as badly as first expected with the opening of the south-west mackerel fishery. J. Marr and Sons Ltd., who decided to send three of their stern trawlers to Cornwall, are now going to keep the vessels at Fleetwood for pair trawling instead. It was intended that *Norina*, *Jacinto* and *Fylde* would go south. But then *Norina* was paired with the *Idea* for white fishing. And last week the firm announced that *Fylde* and *Jacinto* — two of the port's most successful vessels — were also to go pair fishing for white fish. Jim Cross, J. Marr's



Jacinto, one of Fleetwood's most successful vessels, is to go pair trawling with *Fylde* instead of mackerel fishing.

Fleetwood manager, said: "There is a lot of mackerel being caught in the Minch at the moment and this will cut down the quota available elsewhere. "We feel that because of the probable quota that will be imposed in the south-west the ships will be better employed

when the mackerel move to the south-west. "It has cost the company quite a lot of money to convert the ships. The Government haven't helped — they have taken such a long time to indicate what the quota is likely to be and waited right to the death," he said. Alan Welsh, president of Fleetwood Fish Merchants Association, said: "This is very good news for our side of the industry. At one time it looked as though eight or more of the best ships in the fleet would be going south. Now this has been cut to five. "It will certainly help morale on the dock. It would be great if other firms followed suit."

ICE STRIKERS BACK TO WORK AT GRIMSBY

THE ICE-TRIMMERS' strike at Grimsby ended last weekend when the ten men involved resumed work to load fishing vessels for sea — after the Grimsby Ice Company, it is understood, agreed to discussions on restructuring wages.

Throughout the eight-day strike, the council of the Grimsby Fishing Vessel Owners' Association, which administers the ice company, remained adamant that it could not consider the men's claim for more pay until they returned to work. The trimmers decided to accept this offer, having already been warned that their claims contravened the Government's pay guidelines, and some men turned up last Friday to load vessels sailing during the weekend. All ten trimmers were working normally on Monday. During the dispute many vessels sailed without ice, calling elsewhere for supplies before heading for the fishing grounds. Seiners, pair trawlers and middle-water trawlers were loaded at the north-east ports and in Scotland, while nearly all the distant-water vessels heading for the north-east Arctic collected ice in Norway. The strike did not affect ice production at the Grimsby factory, where process workers were able to maintain supplies to fish merchants.

'Forester' widens her lead

NEWINGTON Trawlers now hold three of the top four places in the Hull Distant Water Challenge Shield Competition. While the C.S. *Forester*, the 1975 winner, continues to monopolise the leadership, the gap between herself and her nearest challengers has increased from 10,640 points at the end of June to more than 16,000 points at the end of July.

Kits landed	Points
1 (1) C.S. <i>Forester</i> (Newington)	19,723.0
2 (4) <i>Rose Sirius</i> (BUT)	12,741.3
3 (2) <i>Hammond Innea</i> (Newington)	13,090.5
4 (6) <i>Somerset Maugham</i> (Newington)	13,842.9
5 (3) <i>St. Gerontius</i> (Hamling)	14,165.8
6 (5) <i>St. Gilles</i> (Hamling)	11,512.3
7 (10) <i>Loch Erlbold</i> (BUT)	11,582.4
8 (9) <i>St. Dominic</i> (Hamling)	12,019.5
9 (11) <i>Loch St. Vincent</i> (BUT)	11,024.8
10 (12) <i>Arctic Cavalier</i> (Boyd)	12,364.0
11 (7) <i>Ross Orion</i> (BUT)	10,854.8
12 (8) <i>Arctic Corsair</i> (Boyd)	10,891.0
13 (13) <i>Falstaff</i> (BUT)	11,094.6
14 (14) <i>Ross Trafalgar</i> (BUT)	8,735.1
15 (14) <i>Arctic Rebel</i> (Boyd)	8,735.1
16 (15) <i>Kingston Amber</i> (BUT)	8,735.1
17 (18) <i>Benella</i> (Marr)	7,597.5
18 (20) <i>Ross Leonis</i> (BUT)	5,506.9
19 (21) <i>Ross Altair</i> (BUT)	7,223.2
20 (19) <i>Arctic Vandal</i> (Boyd)	8,903.3

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FURY AT MANX HERRING LICENSING SYSTEM

DISGRUNTLED fishermen who have been refused licences to catch herring in the new Manx fishery have been holding protest meetings at the breakwater at Peel, Isle of Man. The meetings have been organised by veteran skipper/owner John Warnock, 69, founder member of the Ulster Sea Fishermen's Association. Mr. Warnock, a J.P. and owner of the trawler *Fisher* Ltd of Port-a-Vogie, has fished the waters for herring at this time of year for 41 years. He claims that the new licensing system has "robbed" him of his livelihood. Under the new system only 100 licences were issued. Fifteen of these went to Manx boats, leaving more than 200 British skippers such as Mr. Warnock fighting for the remaining 85. He didn't get one. Along with many others, Mr. Warnock — the Ulster Association's chairman for 21 years — believes that the licensing system should not have been devised. "All that need have happened was for the fishing to continue until the quota was reached and then for everyone to have stopped fishing," he said at one of the protest meetings. "In that way everyone who normally fished the Manx



Some of the Scottish, Irish, English and Manx boats berthed at the weekend at Peel — scene of the protest meetings.

herring would have had his chance and there would have been none of the ill-feeling caused by this system."

He has now had to put expensive herring gear on the rocks. "I am a Justice of the Peace and I am not going to break the law," he said. "But it is bad law, and I am speaking for all the Northern Ireland fishermen when I say that."

He went on: "No-one is happy about this business. Even men who have been given licences are embarrassed, because their friends — men they have fished with for years — have not got one."

It is claimed that the bad feeling among the skippers and crews working the Manx herring fishery has caused the usually rowdy radio hands to fall silent.

Manx kipper faced with 'extinction'

THE FAMOUS Manx kipper is in danger of becoming an "extinct species", according to the island's curing firms, because they say they cannot afford the sky-high prices for herring at quayside outcrops. Production has slumped this summer as Continental buyers have forced up prices in the newly-licensed Manx fishery to about £50 per unit. And even the kippers which have been available have been selling at up to 40 per cent more than this time last year.

"Out of it" One of the three main curers on the island, Tony Curtis of Douglas, said: "I estimate that kipper production in our yard this summer is about 50 per cent down. "Once the price starts going above £50 a unit we're out of it. Last week I could get only enough herring to keep my yard going for one day. Manx kippers have been retailing at upwards of 85p for two years this summer. Mr. Curtis said he had reached the point where he was taking the fish from his deep freezer, so selling stocks which should have been kept for out-of-season demand. "The whole business has become so irregular because of fluctuating prices at the auctions that we don't seem to have any control over it. It's not putting it too strongly to say that the whole Manx kipper industry is on a knife

edge between carrying on and collapsing. Things have become so bad in recent weeks, with the arrival of more and more Dutch and French buyers for the Manx herring season peak, that many local curers have been thinking seriously about approaching the Manx Board of Agriculture and Fisheries to see if it could guarantee them a predictable supply for the kipper-smoking yards. "We need to know that we can get a stable supply and can compete at auction," Mr. Curtis said. Despite the curing firms' protest, it seems unlikely that anything will be done to help them this year.

A spokesman for the Board said: "The herring has to be sold to the highest bidder, and there doesn't seem to be anything anyone can do about the situation."

Illegal nets earn fine

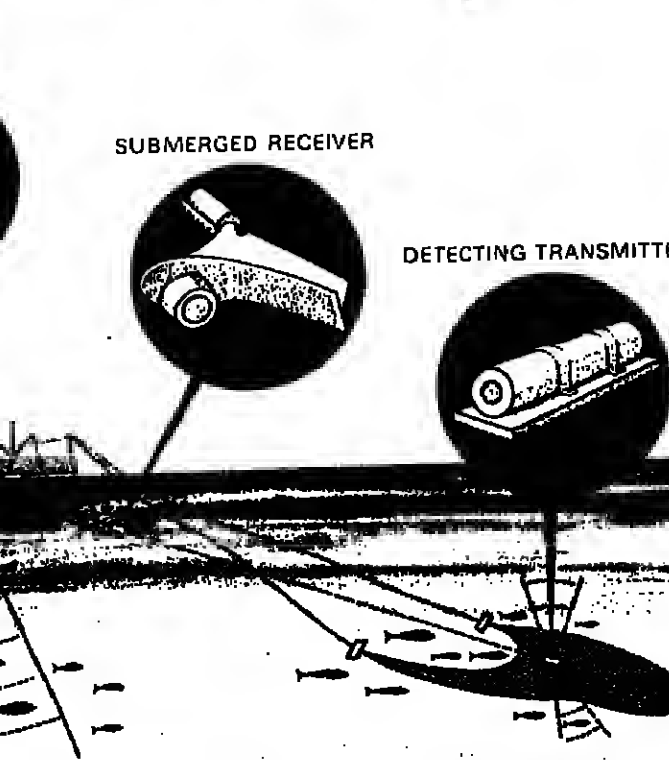
THE SKIPPER of the French trawler *Charles* was fined £750 by Grimsby magistrates on Monday after pleading guilty to the illegal use of a second small-mesh net inside the cod-end. Skipper Ferdinand Louis Heller was also ordered to pay £50 costs and had his net confiscated. The offence came to light on September 5 during a routine check off the Humber by the protection vessel *RMS Orinoy*.

10% top Lowest for

THREE OF Small & Co's side-trawlers — *Suffolk Chieftain*, *Constance Bonks* and *Suffolk Crusader* — were among the top four vessels of the port last week. *Suffolk Chieftain* (Skipper Eddie Brighty) took top place with a £15,232 grossing on Tuesday, by landing a 477-kit catch after 12 days at sea. Second place went to *Talisman Trawlers* stern trawler *Bolt-by Queen* (Skipper P. Thomas), which also landed on Tuesday, with 452 kits after 12 days, selling for £12,964. Then *Constance Bonks* (Skipper David Athorn) landed on Friday with 409 kits after 13 days, to make £11,183 and *Suffolk Crusader* (Skipper A. Blowers) returned on Wednesday with 409 kits after 12 days to make £11,063.

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Marconi Marine's new Net Monitor NM 853T has greater range for deeper fishing

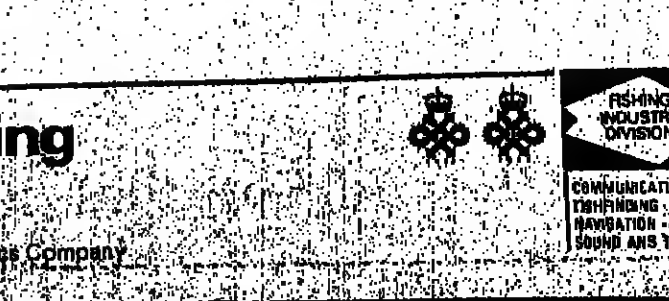


This new version of Marconi Marine's successful net monitor retains all the well-proven features of the design, but the range has been increased to give even better performance at the greater mid-water depths fished for blue whiting. Net Monitor NM853T shows you the depth of the headline below the surface, the character and position of the bottom relative to the

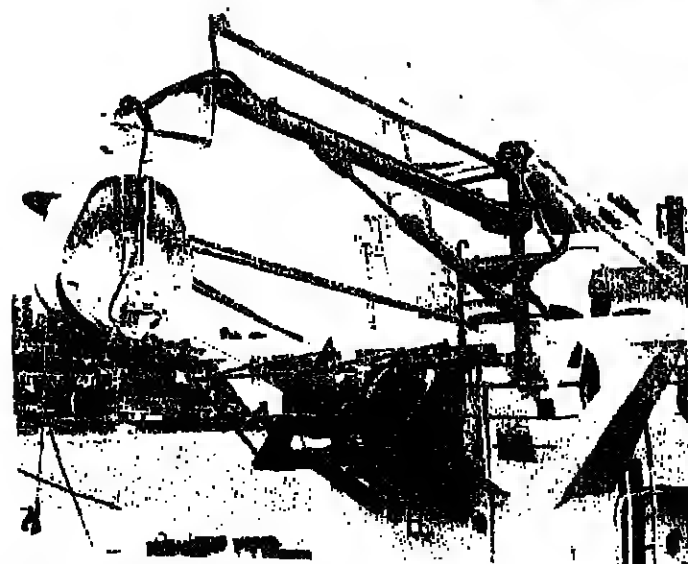
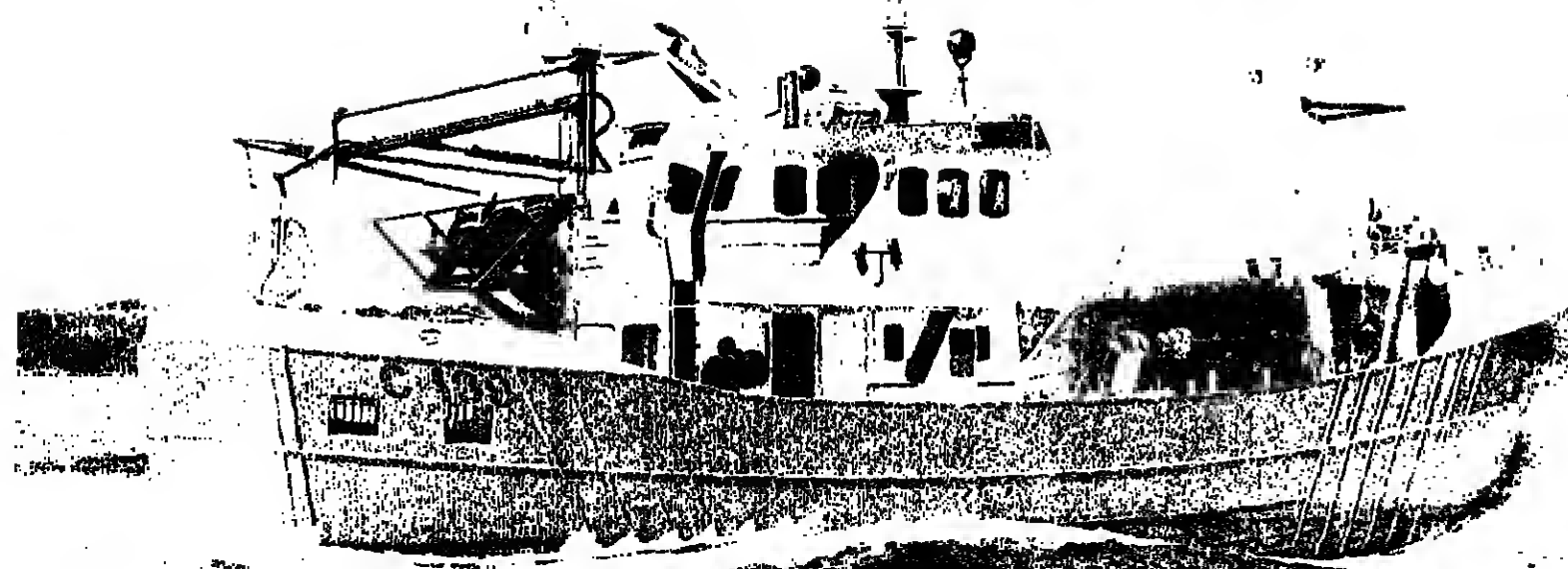
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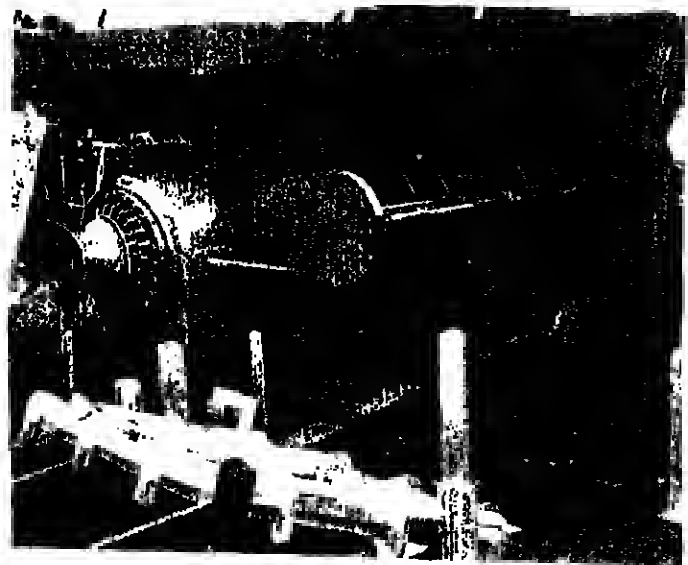
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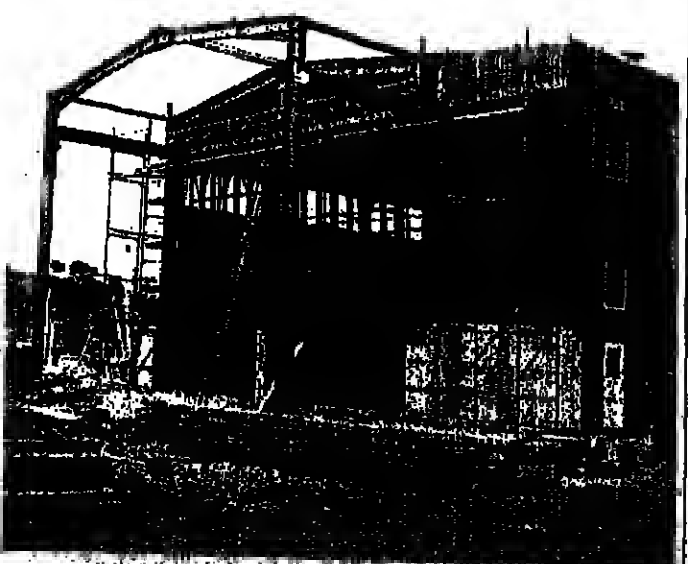
March 11, 1977



Above: Rapp power block and German-made transducer cable winch aboard the steel 86-footer *Golden Dawn*. Below: her Grottsveig hydraulic winch mounted forward under the whaleback. Remote controls are used.



Below: Maritem's steel boats will be built in sections inside this new 100ft. x 40ft. shed. They will be assembled on the yard's slipway which launches into the River Loo.



September 9, 1977

September 9, 1977

FISHING NEWS

9

'GOLDEN DAWN'

—Irish 86-footer on Dutch hull

IRELAND'S boat-building industry is gearing up to produce steel trawlers in the 80ft. range and one yard well to the fore in this swing away from wood is Maritem Industries of Cobh, Co. Cork.

The firm has a shed under construction which will be used for fabricating steel ship sections for assembly on its slipway.

Setting up what amounts to a whole new industry takes time and so the yard is

meeting the demand for steel fishing boats in this class by importing Dutch hulls for fitting out.

Latest completion from Maritem is *Golden Dawn*, an 86-footer based on a hull from the Moeskant yard in Holland, which is a fishing vessel builder in its own right.

She has been built for Skipper Patrick O'Driscoll of Cape Clear, Co. Cork, and is

powered by an 850 hhp main engine.

A feature of the vessel is her Brattvaag dual-station electro/hydraulic remote control system for the Brattvaag winch machinery. Control consoles are positioned forward and aft in the wheelhouse.

Another feature is the D.E.V. Engineering warp tensioning equipment and remote recording and pre-setting devices, together with audible alarms. These features, in conjunction with the Netsande equipment, ensure optimum efficiency for net shooting and hauling.

The vessel is equipped with Promac hold refrigeration equipment and, to comply with EEC regulations for storage of foodstuffs, the entire hold has been finished in double laminated white glassfibre.

The main engine of *Golden Dawn* is a British Polar diesel of 850 hhp at 825 rpm driving an 111cm VP gearbox and stern gear with a nozzle. The three-bladed propeller has a diameter of 2,084 mm.

A Norgear central gearbox with hydraulic clutch is powered off the main engine to drive the main Brattvaag system pump, a Tenford steering pump and a 220 ACG Transmotor generator.

Two auxiliaries

There are two Lister auxiliaries of 127 hp at 1,800 rpm driving all auxiliary gear.

The vessel is fitted with one G.G.G. 300/875 Giljector pump and one high-capacity Desmi 3in. centrifugal pump. A Rapp power block and parallel stay-crane is fitted.

The vessel's wheelhouse equipment includes: Robertson autopilot, Ben log, Dan Com SSB radio, Viking VHF, fish finder system 720 S.P., netsonde, Atlas Echograph 240, Atlas rader 30200, Wassmer sonar, Decca Navigator and Plotter.

The electrical system is 110V d.c., with 24V d.c. emergency power.

Special care has been taken to fit out *Golden Dawn*'s accommodation to the highest standards using mahogany. The skipper has a small cabin in the aft part of the wheelhouse, while there are two four-man cabins port and starboard aft.

Yard director, Tony Fitzpatrick, told *Fishing News*: "Our interest has been to get into steel at the beginning and we are working towards that all the time."

New shed

The new fabrication shed is 100ft. long by 40ft. wide and includes offices.

The yard will be offering steel boats to any design from about 80ft. upwards and, according to Mr. Fitzpatrick, it is easier to build a steel vessel from scratch rather than import hulls. At present however the yard is still offering steel boats based on Dutch hulls in lengths 76, 80, 84 and 90ft.

Maritem, set up in 1972 when Ireland's government-backed boatyards had a two-year backlog of orders, has produced 18 boats. Most have been G. L. Watson-designed 65-footers in wood. A wooden 70-footer is now being built and there are also two transom stern 85-footers on the stocks.

While the 85-footers have been delivered with forward wheelhouses, these next two are to have their wheelhouses aft. Steel bulkheads, whalebacks, deck and wheelhouses are specified and power units will be Kelvin TASC8 models of 428 hhp at 1,225 rpm.

The ten-knot boats will each be fitted with a four-bladed propeller driven through 3.8:1 Reintjes gearbox. Most of their electronic aids will be from Atlas of Germany.



CARNOWN BAY (above), a 65ft. transom stern trawler, was delivered by the Maritem yard quite recently. She is owned by Skerries skipper George Rogan, and is a good example of the wooden boats the yard produces.

The trawler has a beam of 22ft. and a registered depth of 10.4ft. Her gross tonnage is 82.89 and net tonnage, 40.85. *Carnown Bay* is powered by a Caterpillar D553 series E main engine of 412 hp at 1,225 rpm, which drives through a 4.09:1 Twin Disc gearbox.

Her combination seine-trawl winch is by Dauntless Engineering and D.E.V. supplied her 27in. power block and crane, electronic aids include Atlas 6118 fish finder, Echograph type 240 and 420 K Netsonde.

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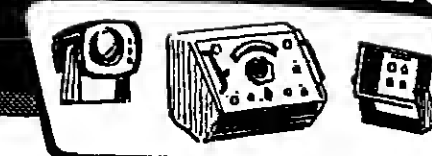
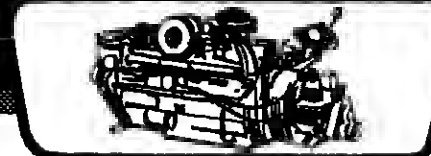
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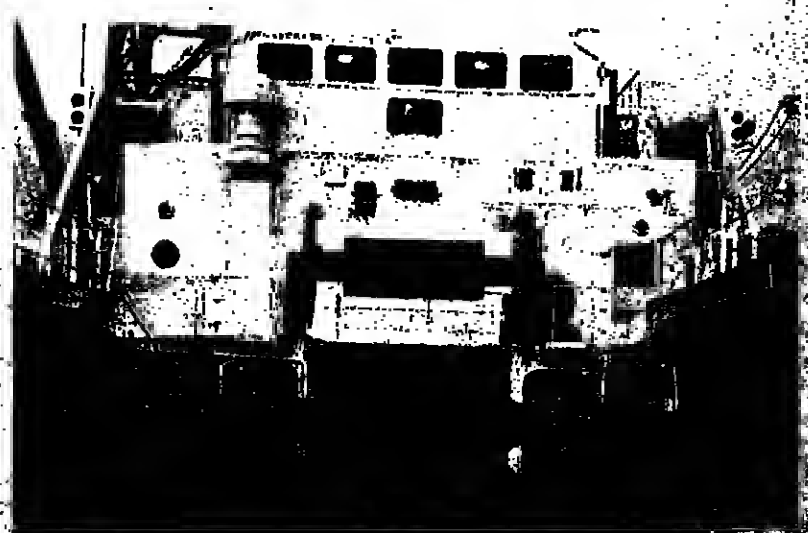
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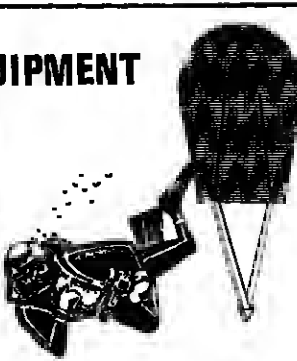
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water

£45,251: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,310 k, BI, 24 days.
£41,001: *Ross Kipling*, BUT (Sk. W. Ferrand), 1,149 k, BI, 23 days.
£40,335: *Ross Rodney*, BUT (Sk. L. Edwards), 1,101 k, BI, 24 days.
£28,781: *Belgoum*, Boston (Sk. E. Grant), 801 k, BI, 25 days.
£25,851: *Aldershot*, Consol (Sk. A. Call), 738 k, BI, 24 days.
£25,359: *William Wilberforce*, Boston (Sk. R. Evans), 711 k, BI, 24 days.
£24,428: *Barnsley*, Consol (Sk. W. G. Hardie Jr.), 719 k, BI, 24 days.

Middle Water

£23,069: *Ross Tiger*, BUT (Sk. J. Waddingham), 643 k, W, 16 days.
£16,900: *Boston Phantom*, Boston (Sk. C. Edwards), 556 k, W, 16 days.
£13,980: *Boston Halifax*, Boston (Sk. C. Newton), 667 k, W, 16 days.
£13,544: *Erino*, Taylor (Sk. G. Smith), 474 k, W, 15 days.
£10,843: *Crystal Palace*, Consol (Sk. H. Burgess), 406 k, W, 17 days.

North Sea

£8,630: *Tom Grant*, Lindsey (Sk. A. Hatton), 249 k, NS, 13 days.
£7,574: *Lemberg*, Lindsey (Sk. H. Pexman), 253 k, NS, 12 days.

Selmers

£8,752: *Rasmine*, Chapman (Sk. V. Thomson), 217 k, NS, 15 days.
£7,971: *Bellona*, Consol (Sk. A. Thimmesen), 212 k, NS, 15 days.
£7,852: *Cleaver Bank*, Sleight (Sk. C. Andersen), 201 k, NS, 16 days.
£7,329: *Iris Dean*, Consol (Sk. B. Andersen), 212 k, NS, 16 days.
£7,292: *Joy Nielsen*, Chapman (Sk. K. Hansen), 196 k, NS, 17 days.
£6,620: *Fredericksburg*, Sleight (Sk. G. Mussell), 193 k, NS, 15 days.

Pair toms

£8,490: *Sonia Jane*, (Sk. D. Buley), 257 k, and £8,124: *Aan Charlotte*, (Sk. R. Collins), 247 k, both John R., NS, 10 days.
£4,018: *Jilannon*, (Sk. R. Zeebroek), 122 k, and £2,976: *Jorvit*, (Sk. J. Zeebroek), 94 k, both Richardaon, NS, 10 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Bear Island: *Ross Kelly*, *Ross Revenge*, *Forces* and *Westerly*; *Kyoto*, *Ross Claret*, *Ross Jaguar*, *Ross Panther*, *Ross Zebra*.

HULL

Expected during the week from Bear Island/White Sea: *Palatini*, *Lock Eriboll*, *Lord St. Vincent*, *Ross Canaveral*, *Ross Orion*, *St. Giles*.

PORT MARKETS

THURSDAY, SEPTEMBER 8

EYEMOUTH

Prices: large codlings, £25/28.50; medium, £28/27.10; small, £19/20.10; best small, £17.50/£26.30; plaice, medium, £14/14.7; small, £10/12.2; large haddock, £23.80; medium, £22.50/23; small £14.20/£19.10; medium, £18/18.7; small, £10.80/£16; per 100 lb. lobster, £1.86 per lb.; crab, £8.50 per 40 lb. box.

MONDAY, SEPTEMBER 11

GRIMSBY

A moderate supply of 8197 kts from 18 boats met at stock.

Expected during the week from

Prices: shelf cod, £4/28.40; codling, £3/24; medium haddock, £4/24.50; small, £2.80/23; large plaice, £4.40/£4.80; medium, £3.50/£4.80; best small, £2/24.10; large skinned dogfish, £7.40; lemon sole, £5/25.50; medium, £5.80; rockfish, £1.40/£3.15; red fish, £2/20/£1.80; sea bass, £2.20/£2.40; per stone.

HULL

1,324 kts from one distant water vessel. Price ranges per 100 lb. At heads-on: shelf cod, £8.25/£9.40; small, £1.90/£2.40; medium, £2.40/£2.80; large, £2.80/£3.20; per 100 lb. At tails-on: shelf cod, £8.25/£9.40; small, £1.90/£2.40; medium, £2.40/£2.80; large, £2.80/£3.20; per 100 lb.

LOWESTOFT

Prices: large cod, £28/28.2; large plaice, £31.50/£35; medium, £28/23.5; small, £28/23.5; codling, £28/23.5; large turbot, £148/£160; small, £80/£75; lemon sole, £40/£38; brill, £45/£45; dogfish, £82/£40; per 100 lb. At.

MILFORD HAVEN

Prices: large cod, £40; medium, £28; medium haddock, £25.50; large plaice, £36; medium, £28; small, £18/£17.80; turbot, £106; whiting, £12.50/£13.40; medium, £10.50/£11.50; small, £10.50/£11.50; large ray, £28.50/£34.50; medium, £27.50; small, £22/£23.50; brill, £47; codling, £27; dogfish, £8; per 100 lb. At.

BRIXHAM

Prices: large plaice, £5.40; medium, £5.10; small, £4.50; large whiting, £2.20/£2.40; small, £1.90/£2.10; Dover sole, £2.40; brill, £1.70/£1.90; large ray, £2.40; medium, £2.20/£2.40; small, £1.90/£2.10; per 100 lb.

Ben Heilem, Irvin (Sk. C. Grimmer), 796k, F, 15 days.

Grampian Chieftain, North Star (Sk. R. Leiper), 497k, S, 15 days.

Grampian Warrior, North Star (Sk. W. Morgan), 508k, S, 12 days.

Ross Curlew, BUT (Sk. R. Summers), 453k, S, 11 days.

Shawnee, (Sk. D. Sherriff), 37 k, and Mohove, (Sk. D. Rose), light, both Sleight, NS, broken trip.

HULL

£51,892: *Ross Sirius*, BUT (Sk. A. Oaler), 1,447 k, BI, 25 days.
£38,292: *St. Dominic*, Hamling (Sk. J. Nelson), 1,143k, BI, 26 days.
£33,934: *Arctic Vandol*, Boyd (Sk. B. Hobson), 929k, BI, 26 days.
£33,534: *Benello*, Marr (Sk. F. Morrell), 1,057k, BI, 25 days.

Selmers

£20,948: *Guldborg*, Boston (Sk. H. Christensen), 87 k.
£7,955: *Christiansborg*, Boston (Sk. E. Dam), 291 k.

FLEETWOOD

Bear Island

£25,096: *Ella Hewett*, Hewett (Sk. H. Buckley), 1,005 k, 27 days.

Homewater

£11,531: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint Jr.), 438 k, 14 days.
£10,312: *Boston Explorer*, Boston (Sk. W. Anderson), 400 k, 14 days. (Rockall).

Wyre Revenge, Wyre (Sk. B. Andrews), 376 k, 16 days.

London Town, Hewett (Sk. J. Pickess), 327 k, 13 days.

Royalist, Hewett (Sk. L. Cook), 337 k, 14 days.

Resound, Ward (Sk. C. Cook), 354 k, 12 days.

Admiral Hauke, Hewett (Sk. P. Weirman), 204 k, 14 days.

Graugmillar, Ward, 105 k, 12 days.

Girl Doris, Ward (Sk. J. Delroy), 69 k, 13 days.

Forades, Ward (Sk. W. Phillips), 119 k, 13 days.

Fair Isle, Ward (Sk. J. W. Wright), 91 k, 15 days.

Starbank, Ward (Sk. J. Wright), 96 k, 15 days.

Clarkwood, Wood (Sk. S. Thomson), 879k, F, 14 days.

Glen Urquhart, Marr (Sk. A. Brown), 748k, F, 14 days.

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Clorkwood, Wood (Sk. S. Thomson), 879k, F, 14 days.

Glen Urquhart, Marr (Sk. A. Brown), 748k, F, 14 days.

ABERDEEN

Clorkwood, Wood (Sk. S. Thomson), 879k, F, 14 days.

Glen Urquhart, Marr (Sk. A. Brown), 748k, F, 14 days.

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September 8, 1977

ARBROATH

12 boats landed. Prices: medium haddock, £22/22.4; small, £21/21.2; codling, £28/28.2; medium, £26/26.2; small, £15/15.2; whiting, £18/18.2; plaice, £16.50/£17.50; per 100 lb. sole, £4.50/£5.50; dab, £1.10/£1.20; per stone.

WICK

340 boxes from 10 boats. Prices: dabs, £10.80/£12.80; plaice, £9.40/£11.20; haddock, £10.80/£12.20; whiting, £12.80/£17.58; per 100 lb. sole, £3.10/£4.80; lemon sole, £4.10/£4.80; per stone.

MACDUFF

360 boxes from 8 boats. Prices: lemon sole, £2.40/£2.50; plaice, £2.40/£2.50; monkfish, £2.40/£2.50; squid, £5; per stone. cod, £19.00/£21; medium, £19.00/£21; small, £12/£12.50; round small, £15.50/£17; whiting, £17.20/£18.40; per 100 lb.

LOSSIEMOUTH

150 boxes from 7 boats. Prices: selected haddock, £2.30/£2.40; codling, £2.30/£2.40; £3.3/£3.50; large whiting, £1.80/£2.20; plaice, £2.0/£2.20; monkfish, £2.80; per stone.

WEDNESDAY SEPTEMBER 7

FRASERBURGH

1,300 boxes from 25 boats. Prices: selected lemon sole, £1.50/£1.60; selected plaice, £2.80/£3.80; prawns, 1lb., £1.80/£2.40; medium, £1.80/£2.40; small, £1.4/£2.1; large eels, £3.5/£4.3; medium, £3.0/£3.5; small, £2.5/£3.0; whiting, £2.5/£3.0; monkfish, £3.0/£3.5; haddock, £1.80/£2.40; per box.

PETERHEAD

1,943 boxes from 12 boats. Prices: cod/codling, £3.80/£4.70; whiting, £2.30/£2.90; conch, £2.30/£2.90; ling, £2.70/£2.95; plaice, £3.50/£4.80; per stone. haddock, £1.80/£2.40; per box.

BILLINGSGATE

ON TUESDAY 212 tons were delivered. Average selling prices on merchants' walls: salmon, English, £1.45/£1.55; Grilse, Scotch, £1.35/£1.80; salmon trout, 80p/£1.30; rainbow trout, 50p/70p; eels, tongues, 50p/60p; silps, 70p/80p; medium, 90p/£1.60; large, £1.50/£1.00; oaks, 80p/£1; per lb.

large turbot, £11.80/£18.20; medium, £7.70/£10.50; small, £4.20/£7; large brill, £7/£7.80; medium, £1.90/£3.30; small, £2.80/£3.50; Danish plaice, 1lb., 21lb., £1.80/£2; large halibut, £1.20/£1.4; medium, £1.50/£1.80; small, £0.80/£1.20; selected lemon sole, £1.50/£1.7; whiting, £2.25/£2.75; fillets, shell cod, £3.00/£10.80; haddock, £8.30/£10.50; home water, £10/£11; codfish, £4.00/£4.00; hindlock, £8.30/£10.50; home water, £10/£11; gillions, £4.40/£5.00; selected whiting, £2.90/£3; small, £2.50/£3; English dogfish, £5.80/£6; large, £7.50/£8.40; monkfish, £2/£2.20.

fresh herrings, £1.82; large cured dry haddocks, £3.50/£4.50; small, £1.80/£2.50; golden cutlets, £8; filleted kipper, £5/£5.50; selected kippers, £1.50/£2.00; prawns, 1lb., £1.80/£2.40; grey mullet, £4.20/£4.00; squid, £5/£5.50; large roker, £1.80/£2.70; per stone.

SHELLFISH

SELECTED lobster, £1.80/£2.30; unsorted, £1.20/£1.80; crab, over 3lb, 30p/£1.00; under 3lb, 20p/£0.80; small, unsorted, 8p/10p; prawns, 6p/£0.60; per lb; oysters, £1.4/£2.5; per 100; scallops, £1.75; per dozen; fish whiting, £1.1; per cut; whiting, £4; per bushel; selected plaice, 90p/£1.50; English codfish, 90p/£1.50; per gallon.

FROZEN FISH

Scampi, £14.00/£1.80; saffron, 34p; salmon steam, 40p; grey mullet, 35p; barbon, 60p; red hot, 44p; per lb; fillets, £1.7/£7.34; cod, £1.70; haddock, £2.8; squid, £5.80; kipper, £5.50; per stone.

HERRING REPORT

TUESDAY, SEPTEMBER 8

Ayr: 11 trawlers, 23 tonnes; homemarket at £50.80/£58.50, slightly mixed in size, 300/320 per 50 kg.

Tarbert: 20 trawlers, 22 tonnes; homemarket at £52/£58, mostly fulls, 170/300 per 50 kg. 240/280 per 50 kg.

Ullapool: Two trawlers, 22 tonnes; homemarket at £18/£41, slightly mazy, 800/320 per 50 kg.

Stornoway: Two trawlers, four tonnes; homemarket at £28.40/£40, mostly specks, 320/330 per 50 kg.

WEDNESDAY, SEPTEMBER 7

Ayr: Six trawlers, 15 tonnes; homemarket at £50/£55.50. Mostly large fulls, 180/200 and 240/280 per 50 kg.

Tarbert: 20 trawlers, 14 tonnes; homemarket at £45/£60/£21. Mostly large fulls, 180/200 and 240/280 per 50 kg.

Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mazy, 800/320 per 50 kg.

Stornoway: Two trawlers, four tonnes; homemarket at £28.40/£40, mostly specks, 320/330 per 50 kg.

Mallaig: One trawler, 10 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Ullapool: Five trawlers, 55 tonnes; homemarket at £40/£44, uniform and mazy, 300/320 per 50 kg.

Stornoway: Two trawlers, 10 tonnes; homemarket at £18/£41, uniform and mazy, 300/320 per 50 kg.

Thursday, September 8, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Friday, September 8, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Saturday, September 9, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Sunday, September 10, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Monday, September 11, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Tuesday, September 12, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Wednesday, September 13, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Thursday, September 14, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41, slightly mixed in size, 300/320 per 50 kg.

Friday, September 15, 1977. Ullapool: 15 trawlers, 15 tonnes; homemarket at £18/£41,

